

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.	PRINZ REGENT LUITPOLD, Capt. H. Kirchner	WEDNESDAY, 24th February, Noon.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE.	MANILA, Capt. H. Miesner	THURSDAY, 25th February, 5 P.M.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA.	KLEIST, Capt. Rud Meyer	About THURSDAY, 25th February.
KUDAT and SANDAKAN.	BOHEMO, Capt. F. Sembill	Beginning of March.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 15th February, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, NERA	SALAZIE	Magnez	1st March, P.M.
MARSEILLES, VIA PORTS	TOURANE	Laucelle	2nd March, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, CALEDONNIEN	TOURANE	Laucelle	15th March, P.M.
MARSEILLES, VIA PORTS	TOURANE	Laucelle	16th Mar., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 16th February, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI,"
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Skiloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 16th February, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 90.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbor and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

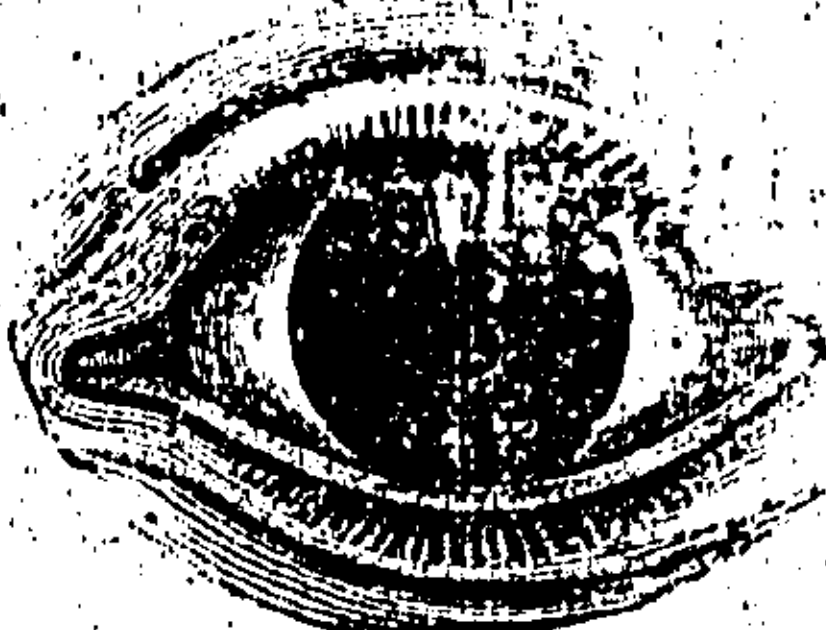
Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON,

1, John Street, Bedford Row, W.C.

CALCUTTA,

57, Bechook Street

SHANGHAI,

366, Nanking Road

PHILATELIC NOVELTY PRESENTS.

BAGS OF USED POSTAGE STAMPS.

Containing:

All Asiatic Stamps.	All Chinese Stamps.
4,000 for \$8.00.	4,000 for \$4.50.
3,000 " 7.00.	3,000 " 3.50.
2,000 " 5.00.	2,000 " 2.50.
1,000 " 2.00.	1,000 " 1.50.
500 " 1.00.	500 " 1.00.

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit every body.

VIEW POSTCARDS, ALBUMS, HINGES, RAPHAELE TUCKER'S TOY BOOKS AND RELIEF SCRAPES.

MANILA CIGARS AND CIGARETTES, &c., &c.

Inspection invited.

GRACA & Co.,

No. 27, Des Vieux Road.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	NIGHT CARS.
7.00 a.m. to 9.30 a.m. ... Every 15 minutes.	8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.
9.30 a.m. to 11.05 a.m. ... Every 15 minutes.	
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.	
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.	
1.15 p.m. to 2.15 p.m. ... Every 15 minutes.	
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.	
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.	
5.00 p.m. to 8.00 p.m. ... Every 15 minutes.	

SUNDAYS.

WEEK DAYS.	NIGHT CARS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.	
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.	
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.	
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.	
11.45 a.m. to 12.00 noon ... Every 15 minutes.	
12.00 noon to 1.00 p.m. ... Every 15 minutes.	
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.	
2.00 p.m. to 3.00 p.m. ... Every 15 minutes.	
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.	
5.00 p.m. to 8.00 p.m. ... Every 15 minutes.	

SUNDAYS.

Extra cars at 1.15 p.m., 11.30 p.m., and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vieux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 4th June, 1908.

For Sale.

FOR SALE.

LAUNCH "KWAICHOW" (Chefoo).

PROPERTY OF The Wiltwatersand Native Labour Association, Limited.

Length	75 ft. 8 tenths.
Breadth	12 ft. 5 tenths.
Depth	12 ft. 5 tenths.
Horse Power	75
Tonnage	42.41
Registered	15.75

Built by Kwong Hip Loong Co., Ltd. Hongkong, 1904.

For further particulars apply—

GIBB, LIVINGSTON & Co.,

Agents, Hongkong, 11th February, 1909.

THE DAIRY FARM CO., LTD.

FINE FRESH.

AUSTRALIAN BUTTER.

75, 75 and 80 cents a lb.

Sold in 1 lb. pats to suit convenience of customers.

Hongkong, 2nd February, 1909.

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PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES.

ALWAYS KEPT IN STOCK.

BY SIEMSEN & Co.,

Agents for HONGKONG & SOUTH CHINA.

Hongkong, 20th June, 1907.

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Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

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Dr. M. H. SHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

11, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905.

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BALL-ROOM PROBLEMS.

WHY SO FEW MEN DANCE.

ROWDY LANCERS.

How is it, a well-known hostess was asking the other day, there are so few men who are good dancers?

The question was repeated by a representative of the *Full Mail Gazette* to Mr. R. M. Crompton, the well-known professor of dancing. "The answer is easily explained," he replied. "As a rule our young men are not taught dancing, and the public schools, whilst not perhaps, actually discouraging it, certainly do not offer it any direct encouragement. The result is that when a young man has finished his educational career he is lacking one of the very qualifications that are necessary for his entrance into society—namely, the ability to dance."

"And this as a consequence," Mr. Crompton adds, turning over the leaves of his book of engagements, "is the sort of thing that happens: Four gentlemen are commencing with me a course of dancing to-night who next week are going to Society dances. Some, it is true, succeed in doing a great deal in a short time, but many enter the ballroom feeling nervous, and that feeling necessarily handicaps them."

"There is also the consideration which accounts for some lack of grace in the ballroom. Knowing how scarce are the men who dance, there are some hostesses foolishly flattering them. A man, for example, who apologises for his awkwardness is encouraged by the remark that he is dancing very well, and after a time he begins to think he is quite a good dancer. If only hostesses would select their guests for dancing with the same discrimination as they issue invitations for dinner parties, bridge parties, and musical evenings, we should have a better style of dancing in the ballroom and less would be heard of the lack of grace."

"And if English boys were taught dancing and deportment as the boys on the Continent are, we should no longer see our future judges and statesmen and generals slouching along, as I have seen them as boys both at Eton and Harrow, with their hands in their pockets and without an atom either of elegance or dignity."

Turning to the lancers, the dance that has been chiefly attacked on account of its rowdiness, Mr. Crompton maintained that there is no reason why, if it is danced in the orthodox manner, a great deal of grace and of elegance of deportment should not be imparted to it. "But, as it is," he remarked, "it becomes in some instances little more than a foot-ball scramble, and on account of its boisterous character it has had to be eliminated from many ball programmes in the West-end." It is no longer danced at Court, where, however, the quadrille, another of the disappearing dances, is still preserved.

As to waltzing, Mr. Crompton admitted that there are some men in London who waltz exceedingly well, better, in fact, than any one on the Continent; but their number is few. Ladies, on the other hand, are almost invariably good waltzers, because they are all taught at school, and the standard of teaching, thanks to the efforts of the Imperial Society of dance teachers, is better now than it has ever been.

TYPICAL PROGRAMMES OF FORMER YEARS. Illustrating the change in fashion in dancing, Mr. Crompton produced from his souvenirs of past years two ball programmes, one of the year 1867, the other of 1881. When we remember the modern dance programme, composed almost of the waltz, and with nothing else but one or two two-steps and lancers, these old-time programmes present a vivid contrast. Here they are—

1867.	1881.
Grand March	Quadrille
Quadrille	Waltz
Polka	Lancers
Quadrille	Polka
Schottische	Quadrille
Country Dance	Waltz
Waltz	Caledonians
Quadrille	Schottische
Mazurka	Quadrille
Galopade	Waltz
Galop	Lancers
Quadrille	Waltz and Galop
Country Dance	Quadrille
Quadrille	Polka
La Varsoviana	Lancers
Quadrille	Waltz
Waltz	Quadrille
Schottische	Schottische
Country Dance	Caledonians
	Waltz
	Quadrille
	Polka Mazurka
	Lancers
	Waltz and Galop

"What," Mr. Crompton was asked, "has brought the waltz so much into favour, as to take the place of practically every dance contained in the programme of former years?"

"It is so very fascinating," he replied. "The emotion of revolving in rhythmic time to dainty music is exceedingly pleasant. In former years the sense of giddiness it produced had not been so common. Nowadays this giddy feeling is scarcely known."

"And so the prospects are that it is going to continue to monopolise our ball programmes?"

"Yes, for some time to come."

DON'T BUY

ELSEWHERE BEFORE YOU CALL AT

FRENCH STORE

(Opposite ASTOR HOUSE).

NOW SHOWING

A Large and Fancy Assortment of

The Best FRENCH TOYS, DOLLS,

TOM SMITH'S CRACKERS,

CADBURY'S CHOCOLATE,

PERNOT BISCUITS,

&c., &c., &c.

Hongkong, 16th November, 1908.

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WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and UHUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being not published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Abandon.
Waglan.	San Ki Wan.
Stanley.	Sal Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Harbour Office.

F. C. FINE,

Director.

16th Feb. 1909.

Entertainments.

Hongkong, 15th February, 1909.

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• H Hongkong, 6th January, 1909

[50] Hongkong, 1st September, 1907.

141. Hong Kong, 18 January, 1954.

Principal chemists and merchants throughout the world—Diamond Fields Advertiser, Kimberley, S. Africa.

THE UNIVERSITY OF CHICAGO

Intimation.

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

TOBACCONISTS & CIGAR
MERCHANTS.

TOBACCOS.

John Cotton's Nos. 1 & 2,
Carvon Mixture; Ardath
Special Mixture; Black Cat;
Garriok Smoking Mixture.Phillips' Finest Smoking Mix-
ture, "Non Fur" Tobac-
co, and other well-known
brands.

CIGARETTES.

Garriok Cigarettes; State Ex-
press; Quo Vadis; Craven
Mixture; Clarence Extra
Virginian; Knight Ban-
neret; Turkish; Martin's
"Non-throat"; Three Cas-
tles (Magnums).A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS

AND

KOWLOON DISPENSARY.

Hongkong, 13th February, 1909.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 17, 1909.

THE FUTURE OF MANCHURIA.

There could be no more ample or definite demonstration of the change that has taken place within the last few years in the condition of the vital forces of the Chinese Empire, and of the existence of a power in the Chinese body politic hitherto little appreciated by outsiders than that afforded by the Manchurian status quo, writes Mr. Walter Kinton, in the *China Saturday Review* (Shanghai), quotes the *Pail Mall Gazette* (London) and from which we reproduce the following article. Similarly there are few, if any, more potent indications of the latent strength of the vast aggregation of territories under the sway of a Manchu Emperor than those disclosed by a comprehensive analysis of the possibilities contained in that dependency of China proper which aforetime cradled his ancestors. It is not five years since Manchuria was the scene of world-shaking events which have left a more or less sinister impression upon the minds of men. She is still the scene of a struggle which, while of a less sensational character, is destined to prove of an equal if not a superior epoch-making description. The spasmodic toll of war has given place to the no less strenuous but infinitely more enduring strife of peace and commerce, and Manchuria, once the cockpit of the Far East, is now in the throes of a labour which, properly supervised and protected will produce a progeny of prosperity such as few other portions of the earth's surface have presented to a welcoming world. Situated in a zone which, while subject to extremes of temperature at the solstices, is essentially a temperate one, the climate is conducive to the highest potentiality in human effort, and the country, possessing as it does a store of natural wealth unexcelled in value or extent by any other similarly constituted area, affords a field for exploitation second to none right round the world and back again. In a country such as Manchuria, where the first stage of development on modern lines was effected but yesterday, so to speak, which pertains more to the character of a colony, in need of pioneering and settling, than any of the eighteen provinces, which has come under the searchlight of political publicity inseparable from war, and which, having once entered upon a programme of modernism, is now virtually dependent for its progress and ultimate prosperity upon the instruments so created, it will be obvious that machinery which in highly developed countries pertains almost solely to the domain of commerce is here involved with certain attributes of sovereignty. Rail-power on land is on terms of strategic equality with sea-power on water, and under the conditions with

which not only Manchuria but the whole Far East—to say nothing about localities farther afield—are at present confronted, strategy is as essential in commerce as it ever has been or will be in war. As an agent in the government and development of any country, the locomotive is infinitely more potent than either the diplomatic or military art. Thus, with this great agent in the hands of alien Powers, with the rationale of those Powers swarming at every cogs of strategical advantage, with the debris of conflict still cumbering the land, and the machinery of civil administration thrown completely out of gear, the task of reconstruction may well have led to trepidation on the part of the most experienced statesman and caused the stoutest-hearted to blench.

LOCAL AND GENERAL.

WE have received calendars from the Santa Fé Railway Company, which are fine exhibitions of the art.

FOR meddling with the water service at No. 16, Praya, Kennedy Town, a Chinaman was fined \$15 to-day.

THE *Epoch* 1st Pao in Hankow has resumed publication and Cheng Chiang-hao, the editor, has been released.

THE Ministry of War intends to establish a Naval School in Shanghai to train men for the new Imperial Navy.

AN interesting event is expected in the Spanish Royal Family in May. An announcement to this effect will shortly appear in the *Official Gazette*, says the *Central News* Madrid correspondent.

BREVET Major N. J. G. Cameron, Queen's Own Cameron Highlanders, has been appointed Assistant Military Secretary to General Sir Ian S. M. Hamilton, K.C.B., D.S.O., commanding the Southern Command.

GRAND Secretary Chang Chih-tung intends to ask the Throne to bestow some reward on Chinese officials and merchants who have been successful in mining enterprises, in recognition of their service.

A NAGASAKI message states that the Mitsu Bishi Dockyard there the other day discharged two thousand of its employees. A number of officials at the Mitsu Bishi Dockyard at Tatagami have also been discharged.

M. BAPST, Minister of France at Peking, will, the *Paris Temps* understands, be shortly appointed to succeed M. Soulaige-Bodin as Under-Director for Europe to the political and commercial direction of the Ministry of Foreign Affairs.

GRAND Councillor Na Tung has been telling his colleagues that as the people now complain of the officials being held in comparatively too high regard, the way to appease popular objection would be to elevate the status of the officials.

A NUMBER of officers have been posted to the first-class cruiser *Udford* on her recommissioning for further service with the China Squadron. Twenty-two out of the 23 officers of the *Udford* are due for relief, having served two years on the station.

MR. W. G. St. Clair, proprietor, *Singapore Free Press*, Straits Settlements, and Mr. Crosbie Kiles, editor-in-chief, *Times of Ceylon*, Colombo, have been elected to represent their respective cities as delegates to the forthcoming Imperial Press Conference.

AMONG the visitors arrived in the Colony by the Japanese s.s. *Nikko Maru* from Manila is Mr. C. W. Rosenstock, the proprietor of that excellent Directory known as the "Rosenstock's Directory," which is indispensable in every office. Mr. Rosenstock is in the Colony on a pleasure trip.

THE Ministry of War is discussing the question of sending deputies to survey and make hydrographical charts of the northern and southern coasts of the empire of China. The northern section will be from the Kiangsu province to the Gulf of Pechili and the southern from Chekiang to Kwangsi province.

THE Deutsche Bank having announced it was about to establish a branch at Constantinople, the German Palastina Bank, which intended to do the same, has dropped the idea, the field for war being at present considered as not large enough, especially as the German Orient Bank also is to extend its working to the Turkish metropolis.

SINCE the issue a few days ago of the Imperial Edict ordering retrenchment in expenditure and dismissal of superfluous officials, only the 2 governments of Chihli and Shantung provinces have attempted to carry out the order, while the other provincial governments are hesitating in the matter. The Grand Councillor has, therefore, urged them to take immediate action.

A TOKYO despatch of 11th inst. says:—Grand celebrations took place in the Hibiya Park this afternoon in honour of the twentieth anniversary of the promulgation of the Japanese constitution. The festivities were followed by a banquet. At the meeting of Parliament, Marquis Katsura, the Premier, proposed an address to the Emperor which was unanimously adopted. Triumphant processions are taking place by day and night.

As the Government attaches great importance to the opium prohibition, it has issued circular orders to the Viceroys and Governors of the provinces to the effect that, in the event of any of them being able to eradicate poppy plantation and opium-smoking in their provinces without causing troubles, such Viceroys, Governors and officials engaged in the campaign will be given liberal rewards in order that others may be encouraged in the same direction.

THE RACES.

STEWARDS.—His Excellency, Sir F. J. D. Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral the Hon. Sir H. Lambton, K.C.B., K.C.V.O., A.D.C.; His Excellency Maj. Genl. R. G. Broadwood, C.B.; Commodore H. Lyne, R.N.; The Hon. Sir Paul Chater, Kt., C.M.B.; The Hon. Mr. F. H. May, C.M.G.; The Hon. Mr. W. J. Gresson; Messrs. F. B. Deacon, G. Freiland, J. A. Jupp, J. C. Peter, C. H. Ross and H. P. White.

STEWARDS IN CHARGE OF THE SCALE.—Messrs. F. B. Deacon and G. Freiland.

HANDICAPPER.—Maj. Genl. Broadwood and Mr. J. A. Jupp.

JUDGE.—The Hon. Sir Paul Chater, Kt., C.M.G.

ASSISTANT JUDGE.—Mr. C. H. Ross.

STARTER.—The Hon. Mr. F. H. May, C.M.G.

SECOND STARTER.—Mr. H. J. Gedge.

TIME KEEPER.—Mr. T. S. Forrest.

HON. TREASURER.—Mr. J. F. Cox-Edwards.

CLERK OF THE COURSE.—Mr. T. F. Hough.

The same perfect weather conditions prevailed on the second day of the great annual race meeting, held under the auspices of the Hongkong Jockey Club, as it did on the opening day yesterday. Early in the morning a fresh north-east wind was blowing; it had the desired effect of dissipating the mist that hung like a pall over the Valley early this morning as in the forenoon yesterday. By the time the first race began the light at the race course was all that was desired, and the racing could be watched from the numerous stands and booths under the best of atmospheric conditions. The temperature was rather cooler, a fact which rendered the outing all the more pleasant for the immense throng that gathered within the enclosure and on the green. From an early hour the ladies, in large numbers, began to arrive, and by the luncheon hour the aggregation of the fair sex was pleasing to behold. The Jockey Club's stands, reserved for members, were crowded with the élite of Hongkong's fair damsels; the Naval stand, where Vice-Admiral the Hon. Sir H. Lambton, K.C.B., was "at home" to his friends of the Service and to civilians, had its full complement of visitors, while the officials of the Civil Service and their lady friends watched the races from the Governor's stand. Sir Frederick Lugard was at the course at an early hour again to-day. With His Excellency was Miss Hanbaker and his aides-de-camp, Capt. P. H. Mitchell-Taylor and Captain Simson. The gubernatorial party was received by Mr. T. F. Hough, the ubiquitous clerk of the course, and Stewards of the Jockey Club upon arrival. His Excellency remained to the last race of the day. The concourse of people within the rails was quite as large as yesterday, and must have numbered several thousands. On every point of vantage where the races could be watched, the Chinese, gathered in large groups, notably on the familiar Black Rock whither big crowds rushed every time the field approached that stage of the race. For the orderliness and good humour which prevailed all the credit belongs to the excellent service maintained by the members of the Hongkong Police Force under Chief Inspector Baker. Upon the detective staff also fell much of the burden of the onerous Police duties which were discharged with so much efficiency and to general public satisfaction. To Mr. J. Gray Scott, the general manager of the Electric Traction Co., and his traffic superintendents special praise is due for the regularity and perfection of the service of cars maintained throughout the day; the abnormal traffic was carried without complaint from so much as a single quarter. The excellent Band of The Buffs supplied pleasant music which delighted the throng of spectators within the enclosure.

As to the racing, interest, of course, centred in the event of the day—the Hongkong Derby—of which more anon. The programme opened with the Jockey Cup; the race was restricted to jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Seven ponies entered. Jones' mount was the most fancied; the race was won by Abstarner (Jones) up. The Exchange Plate of a value of a thousand dollars brought out six contestants and was won after a most exciting race by Mr. Laurence on John Peel's Heraldic. This win produced the only surprise of the meeting; the "pair" paid \$180.20 for a win. The principal event of the day was unquestionably the Hongkong Derby, a sweepstakes of \$20 each with \$1,500 added. After his splendid exhibition yesterday, Mr. Buxey's Little Gem-Rose was considered unvalued for the honours of the blue ribbon. Messrs. Toeg and Speelman's Missouri had quite a number of supporters for the premiership until his running in the Trial Plate yesterday when his finish sent his reputation to the winds. His stable companion—Volga—after beating Reve d'O'Rose in the Professional Cup was considered good enough for a place. So also were Sirothdallas, Castinock and Fernie. The two former did not start. Messrs. Toeg and Speelman declared to win with Missouri. The measure of support enjoyed by each candidate, respectively, for Derby honours to-day will be seen at a glance from the table hoisted on the betting board just before the race was run; it is as follows:—

Horses.	To Win.	For Places.
Little Gem Rose.....	575	495
Missouri.....	275	405
Fernie.....	77	151
Volga.....	78	149
Apollo.....	54	66

The first pony to take the field was Fernie, and as he trotted past the spectators he was made the subject of close scrutiny and mental notes were compared as to his chances of carrying off the race. Little Gem-Rose monopolised public attention and did not falsify the great hopes that had been raised on him by the fine form he displayed on the previous day. From the fall of the flag Volga began making the pace, and the Shanghai track, Missouri, who, however, did not come

up to the scratch and away throughout the race showed anything like the pony he was believed to be. Fernie took the command of the field for some short distance, but when Little Gem-Rose forged ahead and got to the front he remained there and Burkill won the race as he liked in the record time of 5 minutes 10 seconds. Cheers greeted both jockey and owner as Little Gem-Rose was led leisurely into the enclosure. The Jockey Club non-selling sweeps which totalled \$13,750 Mr. H. Tiefenbacher, in joint account with "P. F. F.", was the lucky drawer of Little Gem-Rose; the Hon. Mr. F. H. May, C.M.G., was the fortunate holder of the ticket for Fernie, and Mr. J. Turnbull had the third pony Volga.

Twelve ponies entered for the German Cup. Barry, the favourite, won easily. Two ponies of the Navy came in second and third, respectively, viz., Admiral Lambton's Kamranh and Mr. Ottery's Tamar. An adjournment was made after this race for tea. A big field started for the race following the luncheon interval. Jubilee Rose, who was considered the likely winner, but his pliancy discounted his chances, in favour of his stable companion, Réve d'O'Rose, who secured a good win without any difficulty. Another favourite secured the victory in the Lusitano Cup, which went to Snowflake Rose, ridden by Burkill. Mr. Buxey started three ponies for the Challenge Cup, which brought out a field of seven ponies, Spring Rose was badly beaten by the game Giesler who established a record of time for this race. The course was very fast to-day, the third record being established in the day's racing. Backstay secured the Navy Cup from Lyemum out of a field of fourteen ponies. The Parsec Cup saw the most exciting finish of the day and was won by Reve d'O'Rose from Castinock by not more than half a length. A big field entered for the Gymkhana Club Cup which went to Polym, the winner.

Appended are the detailed results of the races:—

SECOND DAY.

1.—THE JOCKEY CUP.—Value \$300. Second to receive \$150; and third \$75. For China ponies, Subscription griffins of any season. To be ridden by jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Weight for inches as per scale. Winners barred. Entrance \$10. Once round.

Mr. Ottery's Abstarner, 1st 12lb. (Jones) 1
Mr. H. Gibbon Moore's Lyemum, 1st 11lb. (Humphreys) 2
Mr. H. Humphreys' Resignation, 1st 11lb. (Humphreys) 3
Mr. Smith's Sandstone, 1st 11lb. (Morris) 4
Mr. Christian's Droschkengaul, 1st 11lb. (Pettersen) 5
Mr. Wayloong's Constant, 1st 9lb. (Hickman) 6
Mr. Ottery's Heraldic, 1st 4lb. (Jordan) 7
Moore (on Lyemum) started in wrong colours. Seven ponies entered. Abstarner's chances for the race were considered the best. Resignation was on the rails and Constant outside. Lyemum got away first, followed by Abstarner and Resignation; Heraldic was last. At the bottom of the incline Resignation closed with the leader and neck and neck as far as the Black Rock when Lyemum took the lead. The favourite (Abstarner) now worked his way up and soon was level with the leader. A fine race ensued between Lyemum and Abstarner; the latter managed to beat Lyemum by just a nose and so secured the Judge's verdict in his favour. After the race had finished Constant threw off his rider (Hickman) near Bowring-Gate; Sandstone ran up the hill.

Time: 2:00.
Winner: \$10.00.
Cash Sweeps: 1st \$392.60; 2nd \$111.60; 3rd \$55.60.

2.—THE EXCHANGE PLATE.—Value \$1,000. Presented by the bankers and exchange brokers of Hongkong. Second to receive \$250; and third \$100. For China ponies. Weight for inches as per scale. Winners barred. Entrance \$10. Of two or more races 7 lb. extra. Griffins allowed 5 lb. Subscription griffins of this season 1908-1909 allowed 5 lb. Unplaced runners allowed 5 lb. Entrance \$15. From the two mile post once round and in.

Mr. John Peel's Heraldic, 1st 12lb. (Laurence) 1
Messrs. Toeg and Speelman's Volga, 1st 11lb. (Hayes) 2
Messrs. Findlay and Moir's Giesler, 1st 10lb. (Vida) 3
Mr. Darius' Rubber Tree, 1st 4lb. (Gegg) 4
Mr. Buxey's York Rose, 1st 12lb. (Burkill) 5
Mr. Buxey's Celia Rose, 1st 11lb. (Mackie) 6
* 3 lb. overweight.

The Roses started favourites, York Rose claiming the largest number of admirers. Before the fall of the flag Giesler was on the rails and Sulej on the outer course. At the start Sulej and Giesler showed to the front, followed by the companion Roses. The first time past the Stand Sulej led from Giesler with York Rose third; this was the order in which the back stretch was covered as far as the Football stand when Sulej still held the command with Celia Rose on his heels, Giesler third, York Rose fourth, Heraldic, held in fifth and Rubber Tree a long way behind last. Within the next furlong, Sulej relinquished the command to Celia Rose, Heraldic meanwhile keeping to the rear. Negotiating the hill, Celia Rose was first, the rest in a bunch. Now was Laurence's opportunity and he made the best of it. The blue and silver, which was screened from view, showed up at the home stretch. Giesler hugged the rail with Sulej nearest him and York Rose right outside. Riding hard, Heraldic dashed past the winning post a winner from Sulej by fully a length; Sulej was second and Giesler a good third. Rubber Tree was last by a long distance. The fortunate patrons of Heraldic on the "pair" secured \$180.20 for a win.

Cash Sweeps: 1st \$592.20; 2nd \$169.20; 3rd \$84.60.
Pari-mutuel: 1st \$10.00; 2nd \$13.70; 3rd \$9.00.

3.—THE HONGKONG DERBY.—A sweepstakes of \$20 each with \$1,500 added. For China ponies, born & bred griffins on date of entry. First pony to receive 70 per cent. Second 30 per cent. and third 10 per cent. Weight for inches as per scale. One mile and a half. Mr. Buxey's Little Gem Rose, 1st 12lb. (Burkill) 1

Mr. John Peel's Fernie, 1st 12lb. (Laurence) 2
Messrs. Toeg and Speelman's Volga, 1st 12lb. (Jones) 3
Mr. Olympia's Apollo, 1st 9lb. (Schroor) 4
Messrs. Toeg and Speelman's Missouri, 1st 11lb. (Hayes) 5

Messrs. Toeg and Speelman declared to win with Missouri. Fernie was the first to take the field. Laurence trotted Ewo's candidate past the spectators and exercised his mount up the home stretch. Little Gem-Rose was next to cross the gate, and as Burkill trotted gently to the starting post, the Gem was the cynosure of all eyes. The stable companions Missouri and Volga took the long jockey round the village to face the red flag. Apollo was given a fast trot before the start. The quintette gave no trouble to the starters. Volga was on the rails with Little Gem-Rose as his nearest neighbour. On the fall of the flag Volga shot ahead with Little Gem-Rose following. Soon Volga began to make the pace for Missouri, who joining his stable companion raced in company, while Little Gem-Rose formed a partnership with Fernie. Apollo was left many lengths behind. First time round the village the field ran in couples, led by Messrs. Toeg and Speelman's pair; Apollo brought up the rear. The order passing the spectators in the first round was Volga commanding, followed by Missouri, Fernie, and Little Gem-Rose with a distance between each. Apollo was out of the race. Volga hugged the rails. At the Club Lusitano stand Missouri relinquished his second place in favour of Fernie; Little Gem-Rose displacing Toeg and Speelman's best for third place. Fernie took the command at the bottom of the climb to the Black Rock. Gem-Rose was now coming up strong; the little pony answered the spurt in magnificent style and before the village was reached, he was already ahead of Fernie and once in the premier position Burkill was never threatened. Little Gem-Rose won in a canter in the record time of 3 minutes and 20 seconds. Fernie was a bad second and Volga many lengths behind third. Mr. Mody, owner of Little Gem-Rose, received a great ovation as he led the winner into the enclosure. "Prosperity to Buxey's stable" was then heartily pledged a night cheers at Mr. Mody's private stand.

Time: 3:10.
Winner: \$7.30.
Cash Sweeps: 1st \$3,501.40; 2nd \$1,000.00; 3rd \$500.20.

Pari-mutuel: 1st \$7.20; 2nd \$13.60.

4.—THE GERMAN CUP.—Presented by members of the Club Germania. Second to receive \$150; and third \$75. For China ponies, Subscription griffins of this season 1908-1909. Weight for inches as per scale. Entrance \$10. One mile and a quarter. Mr. Drysdale's Barry, 1st 12lb. (Dupree) 1
Admiral Lambton's Kamranh, 1st 11lb. (Mackie) 2
Mr. Ottery's Tamar, 1st 12lb. (Jones) 3
Mr. J. Armstrong's Kinton, 1st 4lb. (Gegg) 4
Major H. Findlay's Black Sheep, 1st 11lb. (Lyon) 5
Mr. Smith's Sandstone, 1st 11lb. (Morris) 6
Mr. Olympia's Hippomedon, 1st 12lb. (Schroor) 7
Mr. John Peel's Dunkerry, 1st 4lb. (Gresson) 8
Mr. J. S. Sill's Gambler, 1st 11lb. (Hickman) 9
Mr. D. Macdonald's Highland Laddie, 1st 11lb. (Vida) 10
Mr. Feil's Macdrew, 1st 12lb. (Seth) 11
Mr. Buxey's Little Dot Rose, 1st 9lb. (Burkill) 12

The start was not a good one. Highland Laddie had the best of it by several lengths. First time past the winning post Highland Laddie headed the procession by about ten lengths; the others after him were in this order: Hippomedon, Tamar, and Kamranh. This was also the order the ponies covered the back stretch in. Barry, the favourite, came up strong going up to the Black Rock. Highland Laddie's superiority began to wane and what advantage he had was lost to Barry at the village. Dupree was now sure of the race, and carried the scarlet cap home a winner. Kamranh was second and Tamar third.

Time: 2:44.
Winner: \$7.65.
Cash Sweeps: 1st \$1,265.00; 2nd \$360.00; 3rd \$187.00.
Pari-mutuel: 1st \$4.50; 2nd \$12.50; 3rd \$5.50.
5.—THE CHINA STAKES.—Value \$500. Second to receive \$150; and Third \$75. For China Ponies. Weight for inches as per scale. Winners at this Meeting of one Race 7 lb. of two or more Races 10 lb. extra. Griffins allowed 5 lb. Subscription Griffins of Seasons 1907-1908 and 1908-1909 that have not won more than one race allowed 1 lb. Entrance \$10. Five Furlongs.

Mr. Buxey's Réve d'O'Rose, 1st 4lb. (Dupree) 1
Messrs. Toeg and Speelman's Pei-ho, 1st 12lb. (Hayes) 2
Mr. Buxey's Jubilee Rose, 1st 5lb. (Burkill) 3
Mr. Brutton's Lowlander, 1st 13lb. (Pettersen) 4
Messrs. Findlay and Moir's Seafoam, 1st 12lb. (Vida) 5
Mr. Olympia's Poseidon, 1st 12lb. (Schroor) 6
Mr. Brutton's Nitrog, 1st 10lb. (Brutton) 7
Major Eaton's Game Chick, 1st 12lb. (Scallet) 8
Mr. Ottery's Tavy, 1st 4lb. (Jones) 9
Mr. S. V. V. Ch'coy, 1st 5lb. (Olivier) 10
Mr. Southdown's Off Chance, 1st 5lb. (Grant) 11
Mr. E. B. Chichester's Sahib, 1st 10lb. (Hickman) 12

* 5 lb. allowance.
* 7 lb. penalty.
* 5 lb. overweight.
* 5 lb. overweight.
* 5 lb. allowance.
* 7 lb. overweight.

There was a false start and Lowlander raced once round the course. Before he reached the starting post again the field was set. Réve d'O'Rose showed to the front at the eastern corner of the green screen followed by Tavy, Jubilee Rose and Seafoam. Entering the village Pei-ho dashed forward but he could not manage to displace Réve d'O'Rose from the lead. Seafoam worked hard to catch up, but failed in his effort. The win was comparatively easy for Réve d'O'Rose. Pei-ho finished second, Jubilee Rose third and Seafoam fourth.

Time: 1:14.
Winner: \$18.40.
Cash Sweeps: 1st \$1,990.80; 2nd \$568.80; 3rd \$284.40.

Pari-mutuel: 1st \$11.10; 2nd \$9.00; 3rd \$5.20.

6.—THE LUSITANO CUP.—Presented by the Members of the Club Lusitano. For China Ponies, born & bred griffins on date of entry. Second to receive \$150; and Third \$75. Weight for inches as per scale. Subscription Griffins of this Season 1908-1909 allowed 7 lb. extra. Entrance \$10. One mile.

There was a false start and Lowlander raced once round the course. Before he reached the starting post again the field was set. Réve d'O'Rose showed to the front at the eastern corner of the green screen followed by Tavy, Jubilee Rose and Seafoam. Entering the village Pei-ho dashed forward but he could not manage to displace Réve d'O'Rose from the lead. Seafoam worked hard to catch up, but failed in his effort. The win was comparatively easy for Réve d'O'Rose. Pei-ho finished second, Jubilee Rose third and Seafoam fourth.

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Pari-mutuel: 1st \$11.10; 2nd \$9.00; 3rd \$5.20.

7.—THE CHALLENGE CUP.—Value One hundred Guineas. For China Ponies. A forced entry of \$10 each, but optional to China Ponies Subscription Griffins of this or previous Seasons. Weight for inches as per scale. To be won two years consecutively by a Pony or Ponies the *bona fide* property of the same owner. Winner to receive \$300 and 70 per cent. Second \$100 and 20 per cent. and Third \$50 and 10 per cent. of the Entrance Fees into the Cup is finally won, when the Second Pony will receive 75 per cent. and Third Pony 25 per cent. of the Entrance Fees. One Mile and three quarters.

Time: 2:09.
Winner: \$12.20.
Cash Sweeps: 1st \$1,357.50; 2nd \$610.20; 3rd \$305.10.

Pari-mutuel: 1st \$6.20; 2nd \$5.70.

8.—THE NAVY CUP.—Presented by the Officers of His Majesty's Fleet. Second to receive \$150; and Third \$75. For China Ponies Subscription Griffins of this Season 1908-1909. Weight for inches as per scale. Winner of the German Cup to lb. or other winners 7 lb. extra. Entrance \$10. From the Two Mile Post Once Round and in.

Mr. Moregold's Backstay, 1st 8lb. (Vida) 1
Mr. Buxey's Spring Rose, 1st 11lb. (Burkill) 2
Mr. Buxey's Celia Rose, 1st 11lb. (Mackie) 3
Messrs. Toeg and Speelman's Sirothdallas, 1st 7lb. (Hayes) 4
Mr. John Peel's Vine, 1st 11lb. (Schroor) 5
Mr. Ellis Kadorie's Bohemian Chief, 1st 11lb. (Jones) 6
Mr. Buxey's Glorious Rose, 1st 11lb. (Dupree) 7
To a good start Bohemian Chief led from Glorious Rose. Celia Rose was at the head of the bunch when the Stand was passed for the first time, Glorious Rose was second and Sirothdallas third. Bohemian Chief brought up the rear. When the Football stand was reached Spring led; Sirothdallas was second and Glorious Rose third. Celia Rose now began to do the pacing for his stable companions and forged ahead, leading the field at the Black Rock. He maintained the command at the village, and when Sirothdallas gradually fell away, Giesler now came up from the rear with grim determination and wrested the leadership on the home straight winning easily, to general surprise, from Spring Rose, who was second and Celia Rose third. Glorious Rose finished fourth.

Time: 3:44.45.
Winner: \$56.70.
Cash Sweeps: 1st \$7,101.00; 2nd \$600.30; 3rd \$300.15.

Pari-mutuel: 1st \$8.10; 2nd \$5.60; 3rd \$12.20.

9.—THE NAVY CUP.—Presented by the Officers of His Majesty's Fleet. Second to receive \$150; and Third \$75. For China Ponies Subscription Griffins of this Season 1908-1909. Weight for inches as per scale. Winner of the German Cup to lb. or other winners 7 lb. extra. Entrance \$10. From the Two Mile Post Once Round and in.

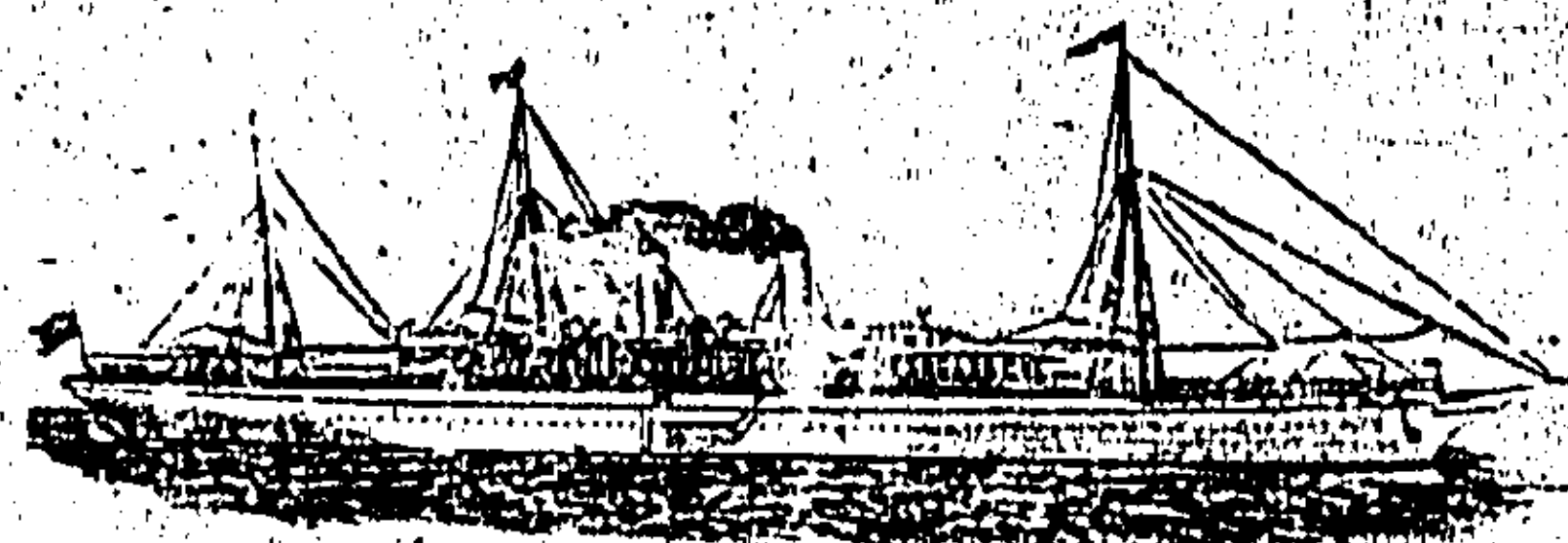
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"EMPRESS OF JAPAN"	6,000	SATURDAY, April 10th	April 30th
"EMPRESS OF CHINA"	6,000	SATURDAY, May 1st	May 23rd
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SHANGHAI.....	TUNG-SHING	SUNDAY, 21st Feb., Daylight.
MANILA.....	LOONG-SANG	WEDNESDAY, 24th Feb., 4 P.M.
MANILA, YOKOHAMA, KOBE.....	YUEN-SANG	FRIDAY, 26th Feb., 4 P.M.
SINGAPORE, PENANG & GALUTTA.....	KUT-SANG	TUESDAY, 2nd Mar., Noon.
SINGAPORE, PENANG & GALUTTA.....	NAMSANG	SATURDAY, 6th Mar., Noon.

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HAIPHONG	"HUPEH"	20th " 10 A.M.
MANILA	"TEAN"	23rd " 3 P.M.
MANILA, ZAMBOANGA and USUAL	"TAIYUAN"	26th " 4 P.M.
AUSTRALIAN PORTS	"TAMING"	2nd Mar. 3 P.M.
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For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers.
Hongkong, 16th February, 1909.

Shipping—Steamers.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship
"GREGORY APCAR,"
Capt. S. H. Balson, will be despatched for the above Ports TO-MORROW, the 18th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 17th February, 1909. [164]

FOR MARSEILLES, LONDON AND ANTWERP.

Taking Cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

THE Steamship
"MONTGOMERYSHIRE"

will be despatched as above on or about the 23rd inst.

For Freight etc., apply to

JARDINE, MATHESON & CO., LTD.,
Agents.

Hongkong, 3rd February, 1909. [125]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ, CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "SURUGA".....About 23rd February.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 28th January, 1909. [126]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"

Captain St. John George, will be despatched as above on WEDNESDAY, the 3rd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 12th February, 1909. [128]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, B.C., SEATTLE & TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Gymerie 4,002 J. C. A. Hall 11th Mar. 1909

Kumari 6,232 F. S. Cowley 8th April

Inverle 4,779 R. J. Howie 6th May

Suvaric 6,232 Shotton 31st June

These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED
General Agents.

Queen's Buildings,
Hongkong, 16th February, 1909. [130]

STREAM TO CANTON.

THE New Twin Screw Steel Steamers.

"KWONG TUNG".....Capt. E. W. WALKER.

"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout with Electricity, Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.15 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 4, Queen's Road West.

Hongkong, 16th Feb., 1909. [131]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, OCEYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"BRITANNIA,"

Captain S. Barchin, carrying H's Malaya's Mail, will be despatched from this for BOM-BAY, &c., on SATURDAY, the 20th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moolan*, 10,000 tons, from Colombo. Passengers' accommodation is in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 2nd April 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th February, 1909. [14]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN,"

Captain I. G. Oliffant, will be despatched for the above Ports, on SATURDAY, the 20th February, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 15th February, 1909. [184]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILI, RIVER PLATE, BRAZIL.)

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY.

OVERLAND Cargo taken for ALL CANADIAN AND UNITED STATES PORTS.

THE Steamship

"AMIRAL DUPERRÉ,"

Captain Martin, will be despatched on or about the 27th inst., for SHANGHAI, JAPAN and SAN FRANCISCO, &c., as above.

S.S. "AMIRAL HAMELIN,"

Captain Debonnaire, will leave this port on or about the 20th March.

For further particulars apply to the Agent—

MESSAGERIES MARITIMES.

Hongkong, 2nd February, 1909. [138]

For Sale.

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask or Factory.

In Bags of 50 lbs. net \$8.45 per Bag or Factory.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 15th August, 1908. [36]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE.

No. 39, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & CO.,

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908. [144]

HONGKONG AVERAGE MARKET PRICES.

Corrected 12th February, 1909, 100 lbs. per 5 Mts.

BUTCHER MEAT.

Beef sirloin & prime cut—Mai Lung Pa B.

" Corned—Ham Ngau Yek

" Roast—Shio

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yek Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yek Chang

" Bullock's Brains—Know—per set

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tay

" Heart—Ngau Sun

" Hump, Salt—Ngau Kin

" Feet—Ngau Kook

" Kidneys—Ngau Yek

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chai-tau-kerk

" Motion Chop—Yung Pak Kwat

" Leg—Yung Pak

" Shoulder—Yung Shau

" Pig's Chlings—Chi cheong

" Brains—Chi Kook

" Feet—Chi Kook

" Fry—Chi Chai

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork, Chop—Chi Pak Kwat

" Corned—Ham Chu Yek

" Leg—Chu Pak

" Fat or Lard—Chu Yau

" Sheep's Head and Feet—Yung Tau

" Keet

" Heart—Yung Sum

" Kidneys—Yung Yiu

" Liver—Yung Con

" Sucking Pigs, To Order—Chu Chai

" Suet Beef—Sung Ngau Yau

" Mutton—Sung Yung Yau

" Veal—Ngau Chai Yek

" Sausages—Ngau Chai Yek Tong

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$14,000,000 \$15,500,000 }	\$2,005,774	{ Interim of £2 for first half year @ ex 1/97=\$21.942..... }	5 1/2 %	{ \$805 buyers London 286 }
National Bank of China, Limited	99,925	£7	£6	{ £4,000 £3,757 £41,990 £125,000 }	\$10,823	\$2 (London 3/6) for 1903 .....	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$23,757 \$41,990 £125,000 }	none	\$14 for 1907	7 1/2 %	\$290 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 150,000 Tls. 303,747 Tls. 118,477 \$500,000 }	Tls. 160,512	Final of 7/6 making 15/- for 1907	5 1/2 %	Tls. 100 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$500,000 \$23,757 \$41,990 £125,000 }	\$2,506,011	{ Final of \$15 making \$45 for 1906 and interim of \$30 for 1907	5 1/2 %	{ 1825 buyers \$215 }
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$23,757 \$41,990 £125,000 }	\$591,703	\$12 and bonus \$3 for 1906	6 1/2 %	\$187 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$10	{ \$1,000,000 \$23,757 \$41,990 £125,000 }	\$379,482	\$6 and bonus \$2 for 1906	7 1/2 %	\$100 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$23,757 \$41,990 £125,000 }	\$48,807	\$27 for 1906	8 1/2 %	\$331 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$7,000 \$254,638 \$23,757 \$41,990 }	\$1,035	\$2 for 1906 .....	...	\$12 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$7,000 \$254,638 \$23,757 \$41,990 }	Nil.	\$2 1/2 for year ending 30.6.1908	7 1/2 %	\$14 buyers
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	{ \$7,000 \$254,638 \$23,757 \$41,990 }	\$20,279	Final of \$12 making \$24 for 1908	8 1/2 %	\$28 1/2 ex div.
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	{ £10,000 £254,638 £23,757 £41,990 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16=\$3.154..... }	5 1/2 %	{ \$38 buyers \$18 buyers }
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	Tls. 14,510	Interim of Tls. 12 for account 1908	7 1/2 %	{ Tls. 47 buyers Tls. 52 buyers }
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £10,000 £254,638 £23,757 £41,990 }	£68,817	Second interim of £2 for a/c 1908	6 1/2 %	\$23
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$10,000 £254,638 £23,757 £41,990 }	\$98	{ \$1.00 "for year ending 30.6.1908..... \$0.50..... }	4 1/2 %	\$15
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 18,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	Tls. 6,869	Final of Tls. 24 making Tls. 5 for 1907	11 1/2 %	100 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	100	100	{ \$10,000 £254,638 £23,757 £41,990 }	Dr. \$279,871	{ 18 for year ending 31.12.06..... 3 for 18.7..... }	...	30 sales
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$10,000 £254,638 £23,757 £41,990 }	Dr. \$135,122	Tls. 3 1/2 for year ending 31.8.05 .....	...	\$17
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$10,000 £254,638 £23,757 £41,990 }	Tls. 9,173	...	...	100 102 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £17,000 £254,638 £23,757 £41,990 }	£11,556	{ Final of 1/6 (coupon No. 11) for year end- ing 29.2.08	7 1/2 %	Tls. 16.55 sellers
Rub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £17,000 £254,638 £23,757 £41,990 }	Dr. £2,191	No. 12 of 1/-=48 cents .....	...	\$81 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$15	\$15	{ \$50,000 £254,638 £23,757 £41,990 }	\$3,726	\$1.75 for year ending 31.12.06 .....	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$50,000 £254,638 £23,757 £41,990 }	\$3,556	Final of \$12 making \$24 for 1907	7 1/2 %	\$26 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$50,000 £254,638 £23,757 £41,990 }	£38,847	Interim of \$4 for account 1908	8 1/2 %	\$92 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	Tls. 33,742	{ Interim of Tls. 34 for 6 months ending 31st October, 1908	6 1/2 %	Tls. 78 buyers
Shanghai and Hongkong Wharf Company, Limited ..	36,000	Tls. 100	Tls. 100	{ Tls. 600,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	Tls. 28,626	Interim of Tls. 4 for account 1908	11 1/2 %	Tls. 165 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	Dr. \$4,200	Tls. 6 for 1907	6 1/2 %	Tls. 103 buyers
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	{ \$25,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	Dr. \$4,200	\$2 1/2 for year ending 30.6.07 .....	...	\$14 buyers
Central Stores, Limited	50,123	\$15	\$15	{ \$15,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	59,178	\$1.80 for 1906 .....	...	164 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$50,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	\$68,975	Interim of \$3 for account 1908	7 1/2 %	90 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$50,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	\$24,039	Final of \$34 making \$7 for 1908	7 1/2 %	\$93 buyers
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	{ \$10,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	211,172	6 cents for 8	7 1/2 %	18.65 ex div. 25
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$50,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	248,261	3 1/2 for 1908	5 1/2 %	30 1/2 ex div.
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,533,045 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	Tls. 107,547	Interim of Tls. 3 for account 1908	7 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$50,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	109,518	Final of \$2 making \$4 for 1908	9 1/2 %	44 sellers
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	8,810	5 for year ending 31.10.19.8	5 1/2 %	Tls. 90 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$10,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	9,553	10 cents for year ending 31.7.08	5 1/2 %	Tls. 91 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	Tls. 8,372	Tls. 6 for year ended 30.9.06 (8 1/2 %) Tls. 6 for 1906 .....	...	Tls. 74 sales
Lian-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 80,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	Tls. 6,308	...	...	Tls. 78 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 20,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	Tls. 1,063	...	...	Tls. 75 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	{ \$1,500 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	£448	10/- for 1907=\$1.037	11 1/2 %	19 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$12,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	Nil.	1.30 for 1907	10 1/2 %	\$114 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$10,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	61,138	10 cents for year ending 28.2.06	7 1/2 %	44 sales and b.
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$10,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	3,407	10 cents for 8	7 1/2 %	19.2 ex div. b.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$10,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	\$48	5.30 for year ending 31.7.8	5 1/2 %	114 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$10,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	\$5,078	Interim of 40 cents for account 1908	10 1/2 %	\$20.70 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$10,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	\$251	75 cents for 9 months ending 31.12.07	8 1/2 %	\$12 buyers
Hall & Holt, Limited	21,000	\$20	\$20	{ \$20,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	\$18,957	5 for year ending 28.1.08	10 1/2 %	\$23
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$10,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	\$9,322	1 and bonus 20 cts. for year ending 29.1.08	6 1/2 %	\$19
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$25,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	\$4,578	Interim of \$4 for account 1907	8 1/2 %	\$220 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$10,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	\$8,191	Interim of \$1 for account 1908	7 1/2 %	\$25
Maatschappij tot Mijn- Bosch en Landbouw- exploitatie in Langkat, Limited	25,000	Gn. 100	Gn. 100	{ Tls. 547,500 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	Tls. 17,127	{ 4th Quarterly div. of Tls. 10 and bonus of Tls. 10 making Tls. 20 to date 80 cents on fully paid shares and 6 cents on \$2 paid shares for year ending 30.4.08..... }	6 1/2 %	Tls. 830 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$10,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	\$7,471	...	6 1/2 %	\$14
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$10,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	...	...	6 1/2 %	\$2
Philippine Company, Limited	75,000	\$10	\$10	{ \$10,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	Nil.	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 121
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	Tls. 6,603	Final of Tls. 9 making in all Tls. 14 for 1907	11 1/2 %	Tls. 125 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	Tls. 8,493	Final of 37/6 making 52/6 for 1907 .....	...	Tls. 437 sales
Shanghai Waterworks Company, Limited	16,150	£20	£20	{ Tls. 190,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	Tls. 58,222	None	...	\$24
South China Morning Post, Limited	6,000	\$25	\$25	{ \$25,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	Dr. \$56.2	40 cents for year ending 31.12.08	7 1/2 %	\$51 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$5,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	...	Tls. 6 1/2 for year ending 30.4.07	5 1/2 %	Tls. 94 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	Tls. 201	80 cents on 9,000 ord. shares and \$19.50 on 100 Paid-up shares for yr. end. 31.5.07	6 1/2 %	\$13 buyers
Union Waterworks Company, Limited	50,000	\$10	\$10	{ \$10,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	\$111	Interim of 30 cents a/c 1908	6 1/2 %	\$9 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$10,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	\$1,360	Final of 30 cts. making 60 cts. for the year ended 30th June, 1906 .....	...	\$4
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$10,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	\$2,438	...	...	...
William Powell, Limited	15,000	\$7	\$7	{ \$7,000 Tls. 254,638 Tls. 23,757 Tls. 41,990 }	\$2.95	...	...	...

* These shares are entitled to half of the profits.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 16th February, 1909.

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC."

FROM TACOMA, SEATTLE, VICTORIA, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 12th February, 1909.

FROM EUROPE.

THE H. A. L. Steamship

"DORTMUND."

Captain Malchow, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims